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OF
CORROSION ENGINEERS

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JANUARY THROUGH DECEMBER

1957

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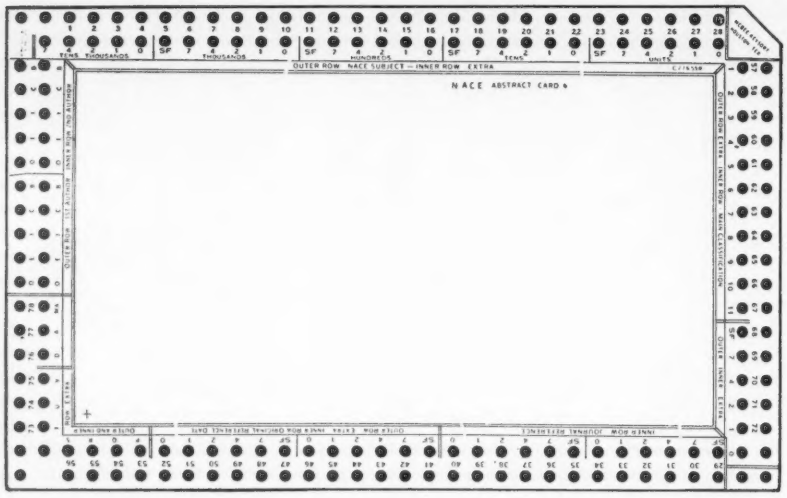

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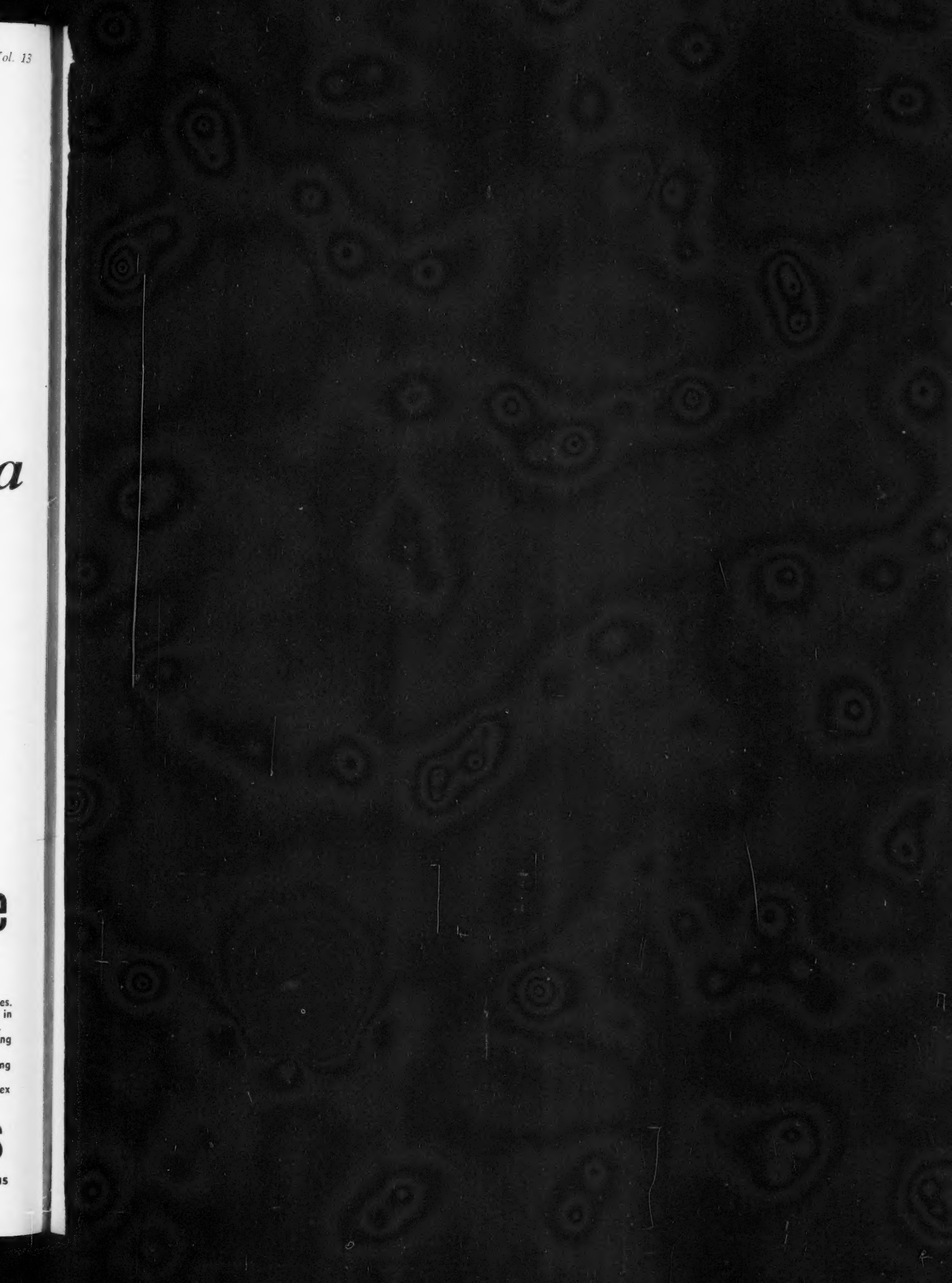

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2. Communications, power.
3. Agriculture, beverage, dairy, fermentation, food, sugar, starch.
4. Fuel, solids; fuel, gases; petroleum refining and production, rubber, atomic energy.
5. Ceramics, glass, pulp and paper, wood products.
6. Laundry soap and detergents, textile.
7. Graphic arts, instruments, jewelry, photography.
8. Chemical manufacturing, distilled liquor, electroplating, leather and tanning, metal fabrication and finishing, pharmaceuticals.
9. Aircraft, automotive, pipe line, railroad, shipping.
10. Explosives, metallurgy, mining ordnance and war materials, other.

ERRATA—CORROSION, Volumes 12 and 13

Calculation of the pH of Oil Well Waters by Walter F. Rogers. Corrosion, Vol. 12, No. 12, 595t-601t (1956) Dec.

Page 596t, Column 1, Equation (2) should read:

$$W_{co_2} - W/L = m\, P_{co_2} + b \qquad (2)$$

Page 598t, Column 2, Equation (16) should read:

$$pH = 6.5 + \text{Log}\,(HCO_3^-) - \text{Log}\,(H_2CO_3) \qquad (16)$$

Some Case Histories of Stress Corrosion Cracking of Austenitic Stainless Steels Associated with Chlorides by H. R. Copson and C. F. Cheng. Corrosion, Vol. 13, No 6, 397t-404t (1957) June.

On page 398t the caption for illustration identified as Figure 2 should read as follows:

Figure 7—Cross section through stainless clad steel of Case 7 showing cracks stopping at the steel. Nital etch, 25X.

On page 399t the captions for illustrations identified as Figures 3, 4, 5 and 6 should read respectively:

Figure 8—Section through expansion joint of Case 10 showing cracking at inside surface. Electrolytic oxalic acid etch, 250X.

Figure 9—One of the cracked disc specimens of Case 11.

Figure 4—Part of screw conveyor of Case 13 showing cracks. ½X.

Figure 10—Part of flash shield of Case 14 showing cracks. IX.

On page 400t the captions for illustrations identified as Figures 7 and 8 should read respectively:

Figure 2—Cross section of flash shield of Case 14 showing cracks. Electrolytic oxalic acid etch, 100X.

Figure 5—One of the cracked disc specimens of Case 15. 1X.

On page 402t the captions for illustrations identified as Figures 9 and 10 should read respectively:

Figure 6—Cracking in bottom of kettle of Case 17. 1X.

Figure 3—Cross section of stainless steel of Case 21 showing cracking. Etched with glyceregia, 100X.

The Performance of Alcan 65S-T6 Aluminum Alloy Embedded in Certain Woods Under Marine Conditions by T. E. Wright, H. P. Godard and I. H. Jenks. Corrosion, Vol. 13, 481t-487t (1957) July.

Page 487t, Reference 1 should read:

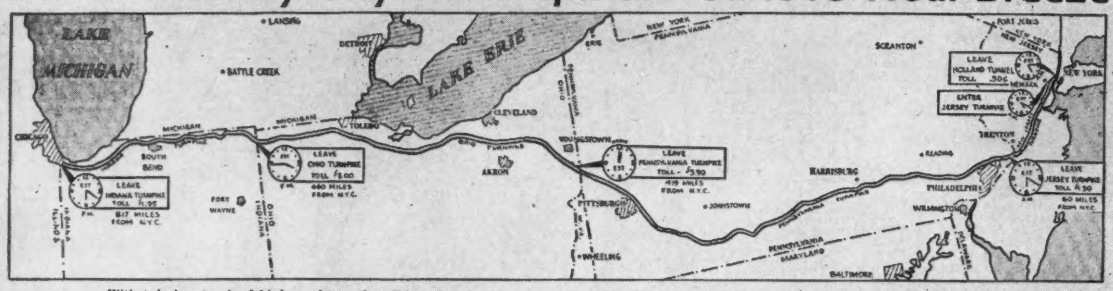
1. P. M. Aziz. Application of the Statistical Theory of Extreme Values to the Analysis of Maximum Pit Depth Data For Aluminum. *Corrosion*, **12**, 495t-506t (1956) Oct.

SECOND SECTION
COMICS
PHOTOGRAPHY

New York World-Telegram
The Sun
NEW YORK, TUESDAY, DECEMBER 18, 1956
25

SECOND SECTION
EDITORIALS
SPORTS—FINANCE

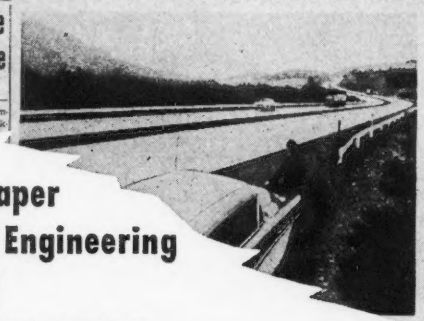
Drive to Windy City on Turnpikes Now Is 13-Hour Breeze



With today's network of high speed turnpikes, Chicago is only 13 hours away for a New York motorist who wants to go west. The turnpike tour from New York to the Windy City is graphically shown above. Follow the dark line, from right to left, and you'll find the key mileage points, the times and the toll costs.

Ellenville Seeking Head for New Bank

Brookville Police Official a Suicide



Highway Building Has Come of Age, Quick Trip Shows

By SHELDON BINN,
Staff Writer.

The highway builders have caught up with the auto makers.

Proof? You can now drive from New York to Chicago without seeing a stop light and without crossing an intersection. You can make the run from city line to city line in 13 or 14 hours.

The trip really points up how much highway building has come of age. In preturnpike days it took the same time to drive to Pittsburgh—and that's only halfway to Chicago.

We know it can be done because we did it. This writer and photographer Ed Ford left New York at 8:20 a.m. (EST) and crossed the Chicago city line at 6:20 p.m. (EST), exactly 13

crossing the Susquehanna River just south of Harrisburg some 180 miles from New York.

On U.S. 22 the 220-mile drive from Harrisburg to Pittsburgh through the mountains was a real grind. The natural beauty of woods and hills was breathtaking. But so was the driving. For the most part you traveled a two-lane road, hunched over the wheel as you worked your way through the mountains. Before the N. Y. to Pittsburgh

A Famous Newspaper Tells the Story of Recent Engineering Achievement!

HERE'S A SIGNIFICANT STORY ABOUT ONE PHASE OF THIS TURNPIKE CONSTRUCTION

RED LEAD

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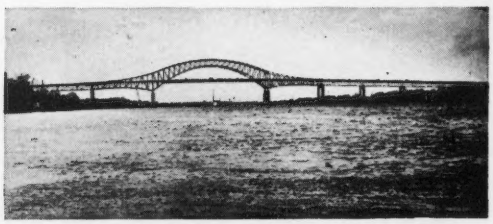
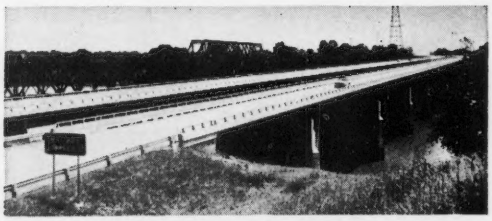
Protects the 360 Bridges in Ohio
Protects the 312 Bridges in Indiana

That distinctive color of RED LEAD is a common sight wherever steel structures are being erected . . . bridges, factories, office buildings, hospitals, apartments . . . skeleton steel has that familiar coat. Over the years Red Lead has been the paint selected to protect iron and steel from corrosion and rightly so, as exhaustive outdoor exposure panel tests have proven its superiority over other pigments as a protective base coating.

While lead is recognized as one of the oldest of metals in the non-ferrous field . . . its use dating back many centuries . . . it still holds its own with the "wonder" metals in our rapidly expanding economy due to its inherent properties and imperishable nature.



Bridge over the Delaware River



Bridge over the Maumee River, Ohio

Bridge over the Pidgeon River, Indiana

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